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## DEATH.

At Ventnor, Isle of Wight, on June  
17th, W. T. STEBBING, late of Kelly &  
Walsh, Ltd., Hongkong.

[907]

HONGKONG OFFICE: 10A, DES VOGES ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 13TH, 1912.

COMMENTING yesterday on the decision of the Russian Duma to rebuild the Russian Navy within the short period of five years we incidentally mentioned the likelihood of the resolution inspiring grave apprehension in Japan. We do not forget that since the Russo-Japanese war the relations between the two conflicting Powers have been increasingly friendly. A Treaty of Commerce and Navigation has been signed and a friendly understanding arranged as to the attitude of the two Powers in regard to China, so that any bitterness left by the late war seemed absolutely dissipated. During the period that has elapsed since then there has been nothing on either side to awaken discord. Russia has been resting on her laurels as far as adventures in East Asia are concerned, and Japan has been struggling to bring her finances into order. The friendly relations between the two nations may thus be said to have had a merely negative existence, or, in other words, they appeared friendly because there was nothing to disturb them. Now, however, several clouds have appeared in the sky, and the first murmurs of what may prove another storm are heard. Curiously enough, the first warning comes from outside Japan. The *Oriental Review*, a monthly journal published by the Oriental Information Agency of New York, is edited entirely by Japanese and has for its object the establishment of friendly relations between Japan

and the United States, the idea being that the friction that occasionally arises between the two countries is due to the latter's lack of knowledge of Japanese affairs, and that it only requires an explanation of Japan's attitude to at once settle any outstanding questions. How far this object can be achieved by the attack on Russia in the June issue of the journal is a matter of doubt. The article, which is headed "The Russian Menace," appears in the form of an editorial, and while, of course, some of its harshness may be due to the fact that it is for the consumption of foreign readers, and especially Americans, who are themselves at present not in a very friendly mood to Russia, its virulence can hardly be accounted for on that ground only. The writer starts off briskly by stating that "Russia is once again engaged in her old game of aggression upon weaker nations," and that she is again able to pursue her policy of expansion "with all the swagger and ease" conspicuous before the war. Her financial condition is sound, and she is absolutely free to muster her reorganised army at a month's notice. Great Britain is engaged in a struggle with Germany for Naval supremacy, and has not time to continue her rivalry with Russia, with whom, accordingly, as well as with France, she has concluded an *entente*. Russia is accordingly free to direct her activities to China, Persia, and Turkey without fear of molestation. "Is it not pitiful," asks the writer, "when one is conscious of how the England of other days would have protested, with mailed might, against this and other designs of the Muscovite?" Outer Mongolia he already regards as lost for ever to China, and the partition of Manchuria as already on the tapis. In regard to this a quotation is given from the *Nouvelles Ventes*, wherein it is proposed that the *de facto* occupation of Manchuria by Japan and Russia shall be made definitive and the provinces divided between the two Powers, since there is no other claimant in the field. "Whether this proposal expresses actual Russian feeling is uncertain, but the writer in the *Oriental Review* takes it as such and discards the proposal as opposed to Japanese intentions, which are simply, he says, to maintain the open door in the Manchurian provinces and the territorial integrity of China. "The return of Russia with her territorial ambition and tariff barriers is quite as distasteful to Japan as is the idea of her being drawn into the conspiracy of robbing China of her dependencies." Turning to Russian activity in Europe, the *Oriental Review* charges the Northern Power with seeking the break-up of Turkey, for which purpose she is throwing her influence on the side of Italy in the Russo-Italian War and is taking the side of the Triple Alliance in defiance of the Anglo-French *entente*. It foresees the partition of Turkey between the Powers forming the Triple Alliance and Russia and the free access of Russia to the Dardanelles, a position which, a generation ago, would have been impossible without the risk of a war with England. "The advance of Russia," concludes the *Review*, is the advance of the policy of aggression and conquest to which China, Persia and Turkey, each and all, bear a bitter testimony. Germany, Austria and Italy will be very willing partners in the Russian ambitions. It is provocative of anger that not a single nation of the world raises a warning finger at Russia, as Japan did seven years ago. It may safely be said that such an attack on Russian policy has not been made by any Japanese journal since the conclusion of the late war, but whether the article represents Japanese feeling is another question. In official circles, so far as appears on the surface, the protectorate of Russia over Outer Mongolia is accepted calmly, and although Prince Karawa's tour in Europe is persistently connected with an effort to arrange an *entente* with Russia, there is no evidence that this is the case. Prince Iro when he was assassinated is said to have been engaged on a somewhat similar mission, but if that was the case, his death resulted in the dropping of the negotiations. Such an *entente* could only mean a fair division of Chinese territory between the two Powers, who have already bound themselves, however, by the agreement concluded immediately after the war, to recognise the independence and territorial integrity of China and to uphold and defend the maintenance of the *status quo* in that country by all means possible. Virtually Russia has already broken this agreement by supporting Mongolian independence, a fact which has led many to conclude that secret negotiations in regard to Mongolia have already taken place between Russia and Japan. If this is the case, the writer in the *Oriental Review* is speaking without authority, but yet the fact remains that the Agency by which the *Review* is published is under the protection of the Japanese Government.

The body of a Chinese boy was found floating in the harbour on Thursday.

It is reported that Mr. Wen Tsung-yao will be appointed Commissioner to Tibet.

Mr. Watson, manager of the Asiatic Petroleum Company in Hongkong, leaves by the *Empress of Japan* to-day and is succeeded by Mr. W. H. Bell.

The French Chamber of Deputies has under consideration a proposed loan of 90,000,000 francs to Indo-China for the execution of urgent public works.

A man from Wanchai was sent to hospital on Thursday suffering from injuries received through jumping from the Star Ferry launch before it came alongside the wharf in Hongkong.

Two men were brought before Mr. Irving at the Magistracy on a charge of having committed armed robbery, but his Worship considered the evidence insufficient and dismissed the prisoners.

Commodore R. H. Anstruther, C.M.G., hoisted his flag on H.M.S. *Tamar* yesterday and took over charge of the Naval Establishments at Hongkong from Commodore Egges, who leaves for England by the *Empress of Japan* to-day.

A Chinese, said to be one of a gang of pickpockets operating in the city, was brought before Mr. Irving at the Magistracy yesterday charged with stealing a watch and money from a Chinese boy. He was sentenced to six months' hard labour.

Mr. F. W. Taylor, Director of the Bureau of Agriculture in the Philippines, has come over to Hongkong to study local conditions in regard to the meat and cattle trade. He has been to Canton this week pursuing his investigations and has now returned to Hongkong.

M. Joost van Wollenhoven has been appointed Secretary-General of Indo-China. The local French papers do not take kindly to "un Français improvisé," of Dutch origin and only 35 years of age, practically governing a French Colony "conquered by French arms and saturated by French blood."

The *Peking Daily News* learns with regret that the Nungliu (Board of Agriculture) has requested the permission of the Cabinet to convert the Temple of Heaven into a model farm, the Temple of Agriculture into an experimental station for forestry, and the Temple of Earth into a horse-breeding establishment.

Billy Eldid and troupe made their first appearance in Hongkong at the Victoria Theatre last night and caused quite a sensation. What with their marvellous cycle acts which were full of daring and the Great Boxing Burlesque (Jim Flynn v. Jack Johnson), including the knock-out blow, their performances roused the house to the highest enthusiasm.

The French cruiser *Dupleix*, flying the flag of Rear-Admiral Calloch de Kerillis, has recently paid a brief visit to Weihaiwei. A dance was given by H.M.S. *Minotaur*, and an "at home" at Government House, by the Commissioner and Lady Lockhart, which was largely attended by the residents and visitors from the island and mainland to meet the French Rear-Admiral and staff. A dinner, followed by a concert, was given by the *Dupleix*.Two naval captains well known in the Philippines have been "involuntarily retired"—Captain George R. Salisbury and Captain C. M. Fahs. Captain Salisbury was relieved recently as Governor of Guam and is now en route to the United States on leave. Captain Fahs, in the interim between the home-going of Admiral Mertz and the arrival of Admiral Moore, was commandant of the Cavite and Olongapo stations. He was captain of the *California* and a few weeks ago went home on leave, his place on the *California* being taken by Captain Halstead.

The morphine case, in which two men had originally been charged with unlawfully having 15 pounds of morphine, valued at \$3,000, in their possession, came on again before Mr. Irving yesterday. At the previous hearing one defendant was discharged, and Mr. Lewis, who appeared for the other, contended that the second man should also be discharged as the evidence suggested that he was merely a cat's paw for the other. He admitted that the defendant was a go-between for the sale of the morphine and that \$2,000 had been paid, but the remainder of the money had not been paid, and the morphine was still the property of the vendor. He argued that custody was not possession. His Worship, while informing Mr. Lewis that he was against him at the moment, adjourned the case to consider the legal authorities quoted.

The schoolmaster who was fined \$5 for allowing mosquito larvae on premises under his control at Pokfulam Road obliged Mr. Shenton to apply for a rehearing. Mr. Shenton said that the shed in which the larvae was found belonged to the previous tenant of the ground floor, who was now living on the top floor, and as the shed was hers she ought to be held responsible. Mr. Wolfe, Head of the Sanitary Department, argued that the shed was used by the defendant. His scholars used it, and as it was used by him he was responsible for seeing that no nuisance was allowed there. His Worship adhered to his former decision, and Mr. Shenton asked for leave to appeal, which was granted.

An interesting story of Chinese trickery was unfolded to the Magistrate yesterday when a sub-contractor was charged with larceny. The man reported to the Water Police that he had taken delivery of 100 pounds of dynamite, 600 detonators, and two kegs of powder from Green Island, and while taking them to Yau-mai on behalf of his employer, a boat containing three or four men came alongside his junk opposite Tsim Tsa Tsai, and asked what he had. He replied that he had got some powder, and they asked if he had a licence. He said that he had not, whereupon they declared that it was unlawful for him to be in possession of the powder. They came on board, seized him, held him down, and made off with the dynamite and the detonators, leaving the powder. He reported the occurrence to the Water Police Station, but his story was considered rather weak, and Sergt. Wills searched him, finding 885 hidden in the lining of his shoe. Then he admitted that he had sold the dynamite and the detonators. He was charged with larceny, and was sentenced to three months' imprisonment.

## THE OUTRAGE ON MR. TANG SHAO-YI.

The C.M.S. *Haiming* arrived at Shanghai from Tientsin on Monday, but the *N.C. Daily News* says those on board had little to add to the news already conveyed by telegraph of the attempted outrage upon Mr. Tang Shao-yi. The first information which Capt. Blethen received of the affair was shortly after midnight on the 5th instant, when he was summoned to the saloon, to find Mr. Tang and Wang, his alleged assailant, engaged in conversation. A great deal of excitement was caused at the time, but it is worthy of note that Capt. Blethen saw no revolver produced, whilst it may be mentioned that Wang's right arm is absolutely powerless, as a result it is said of former wounds. At the close of the incident Mr. Tang explained that nothing serious was the matter, and in fact is understood to have attributed the conduct of the man to inebriety.Mr. Wang continued his passage aboard the *Haiming*, and was one of the very first to leave her upon reaching the wharf. He was lavishly decorated with medals at the time of the meeting with Mr. Tang, but with the exception of this one extraordinary incident, his conduct gave no cause for comment.

## THE NEW PORTUGUESE CABINET.

Senhor Vasconcellos having been unable to form a Coalition Government, the President of the Republic entrusted the task to Dr. Duarte Leite, and a Cabinet was formed as follows:—

Dr. Duarte Leite, Premier and Minister of the Interior.  
Senhor Vasconcellos, Minister for Foreign Affairs.  
Colonel Correia Barreto, Minister of War.  
Senhor Cerveira de Albuquerque, Minister of Colonies.  
Senhor Correia de Lemos, Minister of Justice.  
Senhor Correia de Lemos, Minister of Marine.  
Senhor Costa Ferreira, Minister of Public Works.  
The new Government is generally well received. The Prime Minister states that it has been formed in entire harmony with all political parties.

## GERMAN MERCHANT'S REQUEST TO HIS STAFF.

A German merchant named Hinkel, resident in Moscow, has bequeathed his fortune, amounting to £500,000, to his employees. Through the dead man's munificence several dozen clerks, bookkeepers, packers, porters, and doorkeepers suddenly find themselves raised to affluence and partnership in a well-established and lucrative business. All members of the staff who have worked with the testator for at least five years share in the bequest. Their portions are to be reckoned on the basis of the first annual wage multiplied by the number of years they have been in his service. Those who have worked for the firm less than five years are to receive a joint sum of £10,000, which is to be divided according to wages and length of service. The testator also left £10,000 to the poor of Moscow. The staff have decided to organise the business inherited by them into a joint stock company. They have also decided to erect a handsome tombstone over their benefactor's grave, to build an asylum bearing his name, and to continue contributing to various charities which the merchant supported during his lifetime.

## TELEGRAMS

[THROUGH REUTERS' AGENCY.]

## THE LONDON DOCKERS STRIKE.

LONDON, July 12th.

Another affray has occurred at the Surrey Commercial Docks. The strikers are seemingly desperate and furious. Two workers were seriously injured.

LATER.

Lord Devonport has written a letter stating that 17,703 men were working on the 11th instant, and that the wages paid by the Port of London Authority exceed the disbursements prior to the strike; hence it is useless for the leaders to declare off a strike which is practically dead. The destitution was due to the fact that the men leaving without cause good wages and fair treatment at the bidding of their leaders had been supplanted. The Authority refuses to entertain the suggestion that the bishops and others should meet the men's leaders.

## ANGLO-GERMAN RELATIONS.

GERMAN VIEWS.

LONDON, July 12th.

Sir Edward Grey's speech has produced an entirely favourable impression in Berlin. It is pointed out in official circles that the assurance that there is no single question between the two countries and that their relations are excellent coincides with the German view, which fully recognises that the friendship of France and Russia is the starting point of British policy. There is no disposition on the part of Germany to object to Basra as the terminus of the Baghdad railway.

## SHAKESPEARE MEMORIAL THEATRE FUND.

REVIVAL OF THE TOURNEY.

LONDON, July 12th.

A brilliant revival of the Elizabethan tourney was witnessed at Earl's Court last night in support of the Shakespeare Memorial Theatre Fund, in which all Society is participating. Lord Lonsdale was Knight Martial, and Viscountess Curzon was the Queen of Beauty. Baron Ashby St. Ledgers and the Duke of Marlborough were the finalists in the tilting.

## CROP PROSPECTS IN INDIA.

LONDON, July 12th.

A Simla telegram reports that abundant rain has fallen over nearly the whole of Northern India and has relieved the acute anxiety which has been felt regarding the crops.

## THE IMPERIAL DEFENCE COMMITTEE.

LONDON, July 12th.

Mr. Asquith presided over a meeting of the Imperial Defence Committee, at which Mr. Borden (Prime Minister of Canada), four members of his Cabinet, Lord Haldane, Mr. Lloyd George, Mr. Winston Churchill, and other Ministers and Naval and Military members attended.

## THE OLYMPIC GAMES.

LONDON, July 12th.

The result of the 200 metres race was: Craig, 1; Lippincott, 2; Applegarth, 3. All are British. Time 21.7-10.

In the final of the 10,000 metres walk, Goulding, Canada, won, his time being 46mins. 28.4-10secs. Webb (Great Britain) was second, 46mins. 50.4-10secs.; Altament (Italy) third, 47mins. 37.6-10secs.

## SHOOTING AT BISLEY.

LONDON, July 12th.

The result of the shooting at Bisley for the Mackinnon Cup was as follows:—

England	1,583
Scotland	1,556
South Africa	1,554
Ireland	1,541
Canada	1,535
India	1,498
Guernsey	1,485

In the Schools Competition Rugby won the Ashburnham Shield.

## ANGLO-FRENCH TENNIS.

LONDON, July 12th.

In the Anglo-French preliminary play for the Davis Cup, played at Folkestone, Dixon beat De Cugis, 6-3, 6-2, 6-4; Gobert beat Gore 6-4, 4-6, 6-3, 6-2.

## TELEGRAMS

[THROUGH REUTERS' AGENCY.]

## P. AND O. "PERSIA" ASHORE.

LONDON, July 12th.

The P. and O. steamer *Persia* went ashore at eleven o'clock yesterday morning twenty miles from Marseilles. The passengers were taken off and tugs were dispatched to the steamer's assistance.

She is making no water and is in no danger. The salvage steamers are lightening her before making an attempt to tow her off.

## THE PANAMA CANAL.

A PROTEST FROM GREAT BRITAIN.

LONDON, July 12th.

A message from Washington states that Mr. Secretary Knox has received a formal Note from Great Britain on the subject of the proposed free passage of American ships through the Panama Canal. It is believed that it required Congress to defer action on the Bill pending the arrival of a detailed protest by mail.

## THE TOUR OF THE KING &amp; QUEEN IN YORKSHIRE.

LONDON, July 12th.

Their Majesties the King and Queen have concluded their tour of the coal fields and industries of Yorkshire by inspecting the mills in the Colne Valley.

After a torchlight procession organised by the miners with singing by a choir at Wentworth His Majesty addressed the crowd, expressing the pleasure it had given the Queen and himself to visit the homes of the miners and to see them at their daily work. The terrible disaster at Donaby colliery had cast a shadow over their visit, and the Queen and himself felt deeply with the mourners.

## THE NEW JAPANESE AMBASSADOR TO PARIS.

LONDON, July 12th.

President Fallieres has received the new Japanese Ambassador to Paris, who presented his credentials, and cordial speeches were exchanged.

## PANAMA CANAL AND YELLOW FEVER.

PRECAUTIONS AGAINST ITS INTRODUCTION IN ASIA.

Fully alive to the danger of the introduction of yellow fever when the Panama Canal is open, the Government of India, says the *Calcutta Englishman*, are taking steps to deal with a difficult and, perhaps, a dangerous thing. Major James, I.M.S., who was formerly acting Sanitary Commissioner with the Government of India, is at present visiting all the haunts of yellow fever in South America and he will present an exhaustive report on the subject. It is not likely that any regulations for India will be framed until Major James' return. Although the disease is unknown to India, the mosquito which causes it is very common, so that its introduction would be a serious matter. The long voyage across the ocean is some measure of protection, though infected mosquitoes could live in the ship the whole way. But the danger is that the disease will spread gradually over the East and come to India by way of China and the Straits. Pusa, we note, intends to train medical officers from the various parts in order that they might fully understand the ways of the yellow fever mosquito which have long been under observation by the Imperial Entomologist.

[This is a matter which should not be overlooked by the Health Authorities in Hongkong.—Ed.]

## "WHITAKER."

The name Whitaker has become world famous, ever since Joseph Whitaker, F.S.A., published his first Almanack in 1868, and the name is now known wherever English is spoken. The work sells in every part of the civilized globe. Let a discussion arise between disputants, and as a matter of course the final arbitration will be left to "Whitaker." Like numerous other English concerns, the Whitakers have only recently realised the importance of accommodating their wares to the needs of the market outside the British Isles. Their Almanack has sold here for years, but it was a purely British edition, with a quantity of detail possessing little interest to anyone outside the United Kingdom. The year 1912 has witnessed a revolution.

The Whitakers have now in preparation an absolutely world-wide edition of their famous work, which they have called "The International Whitaker." The plan upon which it is constructed has been submitted to us, and its claim to be universal is based upon very sure foundations. It opens with the Universe and proceeds with the Earth, which is treated in all its quarters. Each Nation is dealt with on uniform lines, and a mass of information, with exhaustive details, is now provided in an extraordinarily handy and convenient form. It is the book for this country. It is the book for every country.



## SUPREME COURT.

Friday, July 13th.

IN SUMMARY JURISDICTION.

Before Mr. H. H. J. Gompertz  
(Puisne Judge).

ACTION AGAINST A SOLICITOR.

An action in which Emma S. Hamilton sued H. W. Looker for \$1,000 was mentioned.

Mr. Looker—I appear for the defendant. Will your Lordship fix it for Wednesday?

Mr. Harris, who appeared for the plaintiff, said he would like the case adjourned and asked his Lordship to order a statement of defence by the defendant. If his Lordship would look at the statement of claim he would see that he had endorsed a very full statement of claim.

His Lordship—Yes. Mr. Looker said he was anxious that the case should be got over as soon as possible, and he was quite willing to give his friend all such particulars as would appear in a statement of defence.

Mr. Harris replied that that was all he wanted. He did not wish to delay the case, but he would have to take his client's instructions as to whether he would have a jury. He wanted to see what particulars the defendant was alleging.

His Lordship asked Mr. Looker when he could let Mr. Harris have this statement.

Mr. Looker replied that he could furnish them on Monday morning.

His Lordship said he would fix Monday week for the hearing.

Mr. Looker pressed for an earlier date. The plaintiff had had three weeks in which to make up his mind, and he had not made a decision until last Monday. He did not think there was any sound reason for adjournment.

Mr. Harris referred to letters which had passed between the parties as giving a reason for adjournment. He had seen the correspondence, but he was not going to say what was in them.

Mr. Looker said that the plaintiff had been in a position to bring the action last week.

Mr. Harris said he would rather have the case adjourned, and asked his Lordship to reserve a day. He would have to apply for a jury. He wanted it understood that Mr. Looker would not go into matters at the trial outside the pleadings. Mr. Looker said there need be no fear on that point.

The hearing was fixed for Monday week.

## 1,800 FEET LINERS OF THE FUTURE.

AN EXPERT'S FORECAST OF 1910.

Notwithstanding the loss of the largest liner that has ever sailed the seas, larger vessels are being built, and the problem of size will in the future as in the past continue to engage the attention of naval architects, shipowners, and dock authorities.

According to Mr. J. Foster King, Chief Surveyor to the British Corporation for the Registry of Shipping, and a member of the recently-appointed Committee on Bulkheads, increases are encouraged by the fact that the mammoth boat is the least likely to suffer from the destructive powers of the sea, while the economies of commerce will always lead steamship companies to order the largest ships which are justified by their interpretation of trade conditions, though the restricted area of available dry docks and the draughts of water at the entrances to ports retard progress.

In Mr. Foster King's opinion, the main line of development in draught has followed that of the Suez Canal, so that its future has an important bearing on the general question.

In this connection, however, it is of some significance that the waterway is to be deepened and widened so as to enable it to compete on more equal terms with Panama.

So far as the future is concerned, Mr. Foster King says an extension of the line of past development indicates that sixty years hence vessels of 20,000 ft. will be the largest built for service on the great passenger routes to India, South Africa, and Australia, as compared with the probable 1,100 ft. by 125 ft., and the possible 1,800 ft. by 220 ft. of the biggest Atlantic ship.

All ocean boats, whether passenger, cargo, or both, with the exception of the very large transatlantic liners, will be 50 per cent. longer and 60 per cent. broader in 1970 than they are to-day.

It, therefore, seems probable that those harbours will have to face the problem of continuous expansion.

At present the only dry dock available for a liner of the Olympic's size, 852 ft. by 102 ft. 6 in. wide, is at Belfast, though very soon accommodation will be provided at Southampton, on the Clyde, and on the Mersey.

Of dry docks abroad there are only three which could take in a ship of the Lusitania class, 762 ft. by 85 ft., namely, the Government dock at Gibraltar, the French Government dock at Brest, and the United States Government dock at Bremerton, on the Pacific coast.

Germany's biggest dock is the Kaiser Dry Dock at Bremerhaven, with an extreme length of 754 ft. 6 in. and a width of 85 ft. 6 in. How the new Hamburg-American liner *Imperator* of 81 ft. by 90 ft., is to be repaired in the event of accident is a mystery, unless she proceeds or is towed to the North of Ireland.

On the Atlantic side of the United States a graving dock, 725 ft. long and 110 ft. wide, has just been completed at Brooklyn, while there is one 520 ft. long and 80 ft. wide at Newport News; but it is in Canadian territory that the problem is being faced most resolutely, for Quebec and Sydney, Cape Breton, provision is to be made for the overhaul of vessels over 1,000 ft. long and 110 ft. broad, while at Esquimaux, British Columbia, a graving dock is to be constructed with a length of 900 ft. and a width of 125 ft.

## SHIPPING NOTES.

The Danish str. *Siam* (3,875 tons gross) has been sold to a Japanese firm for about £25,000. She is a steel spar-deck steamer, was built at Flensburg in 1899, and is owned by the East Asiatic S.S. Co., of Copenhagen.A twin-screw steamer of the intermediate class for the P. & O. Company has recently been launched at Greenock. The vessel, which was named *Nankin*, has accommodation for first and second-class passengers and will have the usual outfit of cargo gear. The *Nankin* is classed 100 A1 at Lloyd's. She is of 7,000 tons gross, her dimensions being: Length, 468 ft.; breadth, 52 ft.; and depth, 34 ft. 6 in.The passengers on board the P.M.S. *Siberia*, which arrived at Shanghai from Hongkong last Saturday morning, had some excitement at 2 p.m. on Friday, the *N.C. Daily News* says. The vessel at the time was steaming slowly in a dense fog, in the neighbourhood of Heachou Island, when the look-out man gave the warning of "rocks ahead." The vessel was immediately put full speed astern and, after a while, a large, isolated rock was safely passed at a very little distance off, much to the relief of all on board.The Glen Line steamer *Glenroy* (Captain Holman) which went ashore on Iki Shima, about 60 miles W.S.W. of Moji on July 3rd, while on her way from Nagasaki to Moji, carried a general cargo, among which is a quantity of iron and 6,000 packages of explosives. She was held forward of the cross bunker, there being 13 feet of water in the No. 1 hold and 18 feet in the No. 2. The boiler and engine-rooms remained intact and, with the aid of the salvage steamer *Oura Maru*, the vessel was successfully refloated on July 4th and anchored off the reef. She was reported to be four feet by the head. She made for Nagasaki.A description of the new palatial "Empress" boats now building for the Pacific trade—the *Empress of Russia* and the *Empress of Asia*—is given in a recent Vancouver paper, which says:—These Vancouver paper, which says:—These new steamships are now being built in England, and they will be the largest and speediest boats operating on the Pacific Ocean. They will be 370 feet long, 65 feet beam, and will have a gross tonnage of 16,000 tons. Speeding across the Pacific Ocean at a speed of twenty knots an hour, the new boats will be able to cut down the time required for the voyage from Victoria to the Orient to ten days. Each of the new steamships will have accommodation for over 1,200 passengers, and will cost \$2,500,000 (gold) each. They will be the first merchant steamships to be built with cruiser sterns. The interiors of the ships will be models of steamship elegance. With the spacious social rooms and deck promenades provided there will be no crowding. The cabins and suites will be unusually large, and amongst the new features, instead of the ordinary berths in the cabins, there will be beds of brass or wood. There will be writing-rooms, a music-room, library, café, a reception room, gymnasium, and a big beautiful dining room which will accommodate all the passengers at one sitting. The vessels will be equipped with every known device for safe navigation, including wireless telegraphy and submarine signal system, and will be driven by turbine engines of 17,000 horse-power. The advent of these ships to the Pacific will add greatly to the pleasure of a trip to Japan and China.

## U.S. CRUISER "CINCINNATI" AROUND.

SEARCHING FOR A SITE FOR A WIRELESS STATION.

Information was received in Manila yesterday, says the *Manila Times* of Monday last, that the 3rd class cruiser *Cincinnati* ran on to a reef in Olango harbour at 3.30 on Saturday morning. Inquiry developed the fact that the boat was steaming into port in the early morning, but a heavy fog came down from the hills and it was impossible to pick up the buoys and beacon lights although the searchlights were played constantly. When about midway between Grand Island and Olango the ship struck with full force upon a reef, raising the bow eight feet above the water line. Barges were sent to lighten her and at about 10 o'clock in the forenoon the tug was able to pull her off. The extent of the damage, if any, is not known as yet, though examination is being made, and she may have to stay some little time in dry dock.The *Cincinnati* was preparing for a cruise of the islands in search of a high power wireless station for the Navy. Commander Robinson of the *Cincinnati* is one of the wireless experts of the Navy and the department desires his judgment and counsel before a final decision as to what is to be done here is made. He has specialized in wireless since it was adopted by the department, and will make an extended report on the practical side of the local problem. He will visit many points going into the question of land-obstruction, local static conditions and everything connected with practical communication.The provision for the wireless station, whose site the *Cincinnati* is to seek, is contained in the naval appropriation bill. It is a legislative sanction of Secretary Meyer's plan to girdle the world with high power wireless, the stations to be located on the Canal zone, the California coast, Hawaii, American Samoa, Guam and the Philippines.On the *Cincinnati*'s trip will depend whether Cavite is made the high power wireless station. Cavite is known to be superior to Olango, but Commander Robinson will make a search to discover some site whose static conditions may prove superior to those of Cavite.

## HONGKONG SHARE MARKET.

Messrs. Vernon and Smyth in their weekly share report dated July 12th state:—

The local market closes with more activity than in the earlier part of the week under review, and rates generally are firmer all round. "Rubbers" continue steady at about last week's rates, with a tendency, in the case of the best stocks, to advance. Fine Hard Para Rubber has improved to 4/8½ per lb. buyers. Discount rates close at 3 per cent. for both Bank of England and the open market rate, and Bar Silver at 27 15/16d. per oz. ready, 28 1/16 forward. Sterling Exchange at 1/11 13/16d. and Shanghai T.T. at 73.

BANKS.—Hongkong and Shanghai have been booked at \$825 down to \$820 closing with buyers at \$822½. The London quotation is wired privately to-day at \$33 10s. 0d.

MARINE INSURANCES.—Canton's after sales in the earlier part of the week at \$225 have advanced rapidly under an unsatisfied demand to \$235 at which sales are reported with further buyers. Unions are quiet at \$600 with buyers at slightly under the rate. Other stocks in this section are unchanged and without local business.

FIRE INSURANCES.—Hongkong have been booked at \$350 and close firm. China are at \$132 after sales, but few shares are available.

SHIPPING.—Hongkong, Canton and Macao are enquired for at the improved rate of \$27. India-China are quiet at \$68 (London 140/- middle price) and Douglases at \$27. China and Manila are wanted at \$61 and Star Ferries at \$37 and \$29 for the old and new respectively. Shell Transport after fairly extensive sales have declined to 103/- middle price, with London a buyer at 101/6 and seller at 104/6.

REFINERIES.—China Sugars after sales at \$109 and \$109 close with buyers at the latter rate. Luzons close with a nominal quotation of \$22.

MINING.—Tronols are firmer with a middle quotation of 72/6 and no seller on London terms under 74/-. Heavies are weaker with sales and sellers at 4/- Rauba have again been dealt in at \$91 and more shares are wanted. Chinese Engineering are firmer with a middle quotation of 35/- and no seller on London terms under 37/-.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are wanted at \$48. Kowloon Wharves after sales at \$60 have improved to \$61 buyers. New Army Docks are quiet at \$45, Shanghai Docks at \$48, and Shanghai and Hongkong Wharves at \$48.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are firmer with buyers at \$105½ and no sellers. Kowloon Lands continue in request at \$34. West Point at the improved rate of \$66½, but again no sales are reported. Hongkong Hotels have buyers at \$112 and \$75 for the old and new respectively. There are sellers of Humphreys Estates at \$8, but at \$7.55 there are buyers.

COTTON MILLS.—Ewos have improved in the North to 7s. 9d. Locally Hongkong have again been booked at \$5 and more shares are probably available.

MISCELLANEOUS.—China Borneos are wanted at \$8 with sellers holding for \$8. There are buyers of China Products at \$8. Dairy Farms at \$22, Cements at \$41, Union Water Boats at \$9 and Powsells at \$7. Ices are obtainable at \$210, China Lights at \$21, Watsons at \$9, and Steam Fisheries at \$4.

MEMOS.—The Directors of the Hongkong and Shanghai Banking Corporation announce that, subject to audit, they will recommend at the forthcoming half-yearly meeting a dividend of £2 per share; add to Silver Reserve Fund \$250,000; Write off Bank premises \$250,000, and carry forward about 19½ lacs.—Star Ferry Co., Ltd., Extraordinary General Meeting on the 24th inst., to consider proposals for an increase of capital to \$300,000.—Hongkong Land Investment and Agency Co., Ltd., announce an interim dividend of \$31 per share, and the West Point Building Co., Ltd., an interim dividend of \$2 per share, both payable on the 29th inst. The Indo-China Steam Navigation Co., Ltd., will pay a dividend of 6 per cent. to holders of preferred 1911 in arrears. At the Annual General Meeting which will be held in London on the 18th inst., the Directors will recommend that £10,000 be transferred from underwriting account, which will then stand at £24,755, and that £1,500 be written off the expenses of the Debenture issue, leaving a dividend, of £7,500 to be carried forward to new account.

LONDON QUOTATIONS.—The following quotations—middle price—were received from London by wire to-day:  
Ladburies ..... 53/6  
Linggis ..... 27/6  
United Serdangs ..... 101/3  
Sapongs ..... 23/0  
Indo Asiatics ..... 9/9  
E. & I. Trusts ..... 18/-  
Rubber Trusts ..... 7/9 premium  
Tronols ..... 72/6  
Hongkong Electric Trams ..... 4/3  
Shell Transport ..... 103/-  
Chinese Engineering ..... 35/-  
Indo-Chinas ..... 140/-

At the Magistracy yesterday a Chinese contractor from Yaumati was fined \$100 for blasting without taking proper precautions. It was stated that some of the stones were thrown into the public square in front of the Police Station. This place is usually crowded with Chinese, but a few minutes before a heavy shower of rain had driven all the people to seek shelter, otherwise there might have been several lives lost by the falling stones.

## "PIDGIN" OR PURE ENGLISH.

This question is still the subject of correspondence in the *N.C. Daily News*. The following excerpts from the correspondence will doubtless interest most readers:—

"A victim of the Pidgin" writes:—"I do not know whether, as the old resident says, Canton is the birth-place of the 'pidgin,' but from a nine years' experience in China, Shanghai seems to me the Academy of that abominable dialect."

"Tah Dee" writes:—"To-day my have keeche inside you velly good papah, one piece man talkee he have stop China side neing yeah, he no savee talkee Pidgin Engleese. My plenty larfu. What for he no can makee larn? B'long velly easy. My have larn insio sickus moon. 'Spose you wantchee my talkee also-same one piecee typan! Ah yahl! My no can do, my b'long too muchee olo, my no can go schooloo gain."

No, my talkee you tu-loo. Pidgin Engleese, he nevah can makee die! My chin chin you putee die smallo. My b'long you number one papah. My b'long you olo fleegs."

A reply to this by a "Sinologue" says:—"Tah-Dee's" "pidgin" English is somewhat far-fetched. That is the worst point about the "pidgin" English spoken by most foreigners. Like those writers who introduce fanciful Chinese characters into their tales, they imagine that "pidgin" English consists in the complete interchange of certain consonants, e.g., of every *r* for an *l*, and, if possible, every *l* for an *r*, the addition of the vowels *e* wherever and whenever possible and other absurd and unlikely distortions and substitutions.

"Pidgin" English, as it is spoken by the Chinese of average culture, has all the erratic charm and pleasant simplicity that combine Eastern thought and Western expression. But the "pidgin" English that is propounded and utilized by those persons whose imagination is more fertile than accurate is a nauseous jargon which, if at all, is attributable only to the "coolie" classes and should be discouraged from use as a ridiculous, unwholesome and cacophonous method of intercourse between Chinese and foreigners.

Another correspondent writes:—"As a humble student of things linguistic I claim some knowledge of that peculiarly fascinating lingo called pidgin-English, and although I am in thorough accord with the idea of cultivating the King's English in our intercourse with our Chinese friends, a great many of whom possess a wonderfully correct knowledge of the pure language, I foresee the difficulty, if not the impossibility, of abolishing the hybrid language of which we have heard so much of late. Besides, when spoken by a master it has a peculiar charm of poesy and fancy, to a degree incomparable with any other language with which I am acquainted. It is for the sake of that phase of its nature that I would like to put in a plea for its preservation—not as a legitimate means of communication between two persons neither of whom require its help, but for the same reason that we preserve the ashes of a dear departed friend in an urn on our bookshelf, and take him down occasionally and fondle him."

We know, of course, the origin and development of pidgin-English, but considering the purposes it has served, and still serves; the ease with which natives of this country and non-Britishers acquire a mastery of it; the fascinating, child-like nature of its charming simplicity; and the romance and poetry surrounding its etymology I refuse to be-leave that its death is possible. And I hope it will survive—not, as I said before, as a substitute for the pure article when that is procurable, but as a legitimate means of communication between parties who have neither the leisure nor the opportunity to acquire the genuine tongue. Frenchmen will forgive me for making the free statement that they are the worst linguists in the world, and yet I have known a Frenchman who was the most proficient pidgin-English linguist I have ever heard. His fluency and accuracy of diction was astonishing, and his vocabulary was perfect. But he could not construct a sentence of ten words of King's English without sinning against every rule of syntax. If you compel such a man (and there are a good many like him) to adopt the pure language he will never be able to communicate rationally with the natives—not even with his cordial British friends across the Yangkingpang."

For myself, I have often laboured under similar difficulties and have had reluctantly to take refuge in the ever handy pidgin. The other day I was handily mandering in a sacred garden. With Chinese friend and solemn exterior set faces, slow gait and among the rows of the departed. We read the inscriptions on the tombstones and I translated as well as I could. Presently our attention was arrested by an unusual inscription. "What thing?" My friend looked at me inquiringly. "B'long allee same Mandan talkee. Too muchee topside galoo no can savee," I explained. But my friend was not satisfied. He insisted upon a proper translation, and I had to try. The inscription read (in German) "Here lies .... etc." Overmastered by the watermarked *Z*— "What thing," he again asked. "So fashion talkee," I said. "He b'long allee same one piecee gambah one smallum man, but he got nudder man more smallum. He b'long topside galoo nudder man. He allee same go-down man helpee man. Nudder man no makee stealum look-seem talkeesticks." "Savee," my friend curtly replied.The speed trials of the new Japanese battleship *Settsu*, which has been constructed in Japan, were undergone on the Inland Sea. The battleship, which has a tonnage of 30,000 tons, developed a speed of 21 knots, which is one knot greater than her contract speed.

## GERMAN POLICY AND PRUDENCE.

THE EMPEROR ON THE FLAG.

BERLIN, June 19th. According to annual custom, the Emperor William, on his way to Kiel, where he arrived to-day for the regatta, attended the North German Yacht Club's regatta on the Lower Elbe and delivered a speech at a banquet. The dinner was held last night on board the Hamburg-American liner *Victoria Luise*. As usual, the Emperor's health was proposed by the Burgomaster of Hamburg, Dr. Burchard. He spoke of the Emperor's interest in yachting and alluded as follows to the Emperor's choice of the name *Imperator* for the newest Hamburg-American liner:—"Your Majesty is not just desirous to be an Emperor in the sense of the maxim *Divide et impera*, but in the sense of a vigorous welding together of the rich and manifold forces of the German people into a *Deutschum* which proudly claims the place for which it knows itself fit and of its own right decides its own destinies, while at the same time desiring to live in peace and friendship with other nations in full recognition of their equality and right to decide their own destinies. We demand for ourselves, just as we deny to no other Power, freedom of competition on land, on the water, and in the air. *Suum cuique!* So with your Majesty thinks the German people, and not least the citizens of the Hanse towns which, when they were still free cities of the (Holy Roman) Empire, were over loyal to the Emperor."

The speaker remarked that in the 16th century the Dutch called the German leaders "Sea Germans," as distinguished from "High Germans." To-day they were all in a certain sense "Sea Germans," for they all had their joy in the sea and in the navy and in Germany's colonial possessions.

In his reply the Emperor warmly thanked the Burgomaster for his speech "flaming with patriotism," which, he was sure, had carried them all away. His Majesty proceeded:—

We have seen from your sketch how throughout the centuries the history of our Empire and people, although in the main a Continental Empire and people, has yet ever been connected with the sea and the water and has more or less been influenced thereby. As you pointed out, all that was lacking was the union of the national forces. That fine and interesting and for a time powerful growth, the Hanse, was doomed to pass away because it lacked the backing of Imperial power. Through the creation of the Empire under my grandfather all that has changed and the German trader can now go quietly but under his own flag, and he can strain all his abilities to the full and be sure that where it is necessary the protection of the Empire is at his back. That is possible only when all our forces are gathered together under our German flag."

But, as you all know, gentlemen, the flag must fly in honour. Its sheet must not heedlessly be unfolded to the winds. It must not heedlessly be planted where one is not sure of being able to defend it. You will understand why I have practised reserve in regard to the spreading of the German flag where, perhaps, it was wished and desired by many a one. I have let myself be guided by an old Hanseatic principle which is inscribed in bold letters on the Rathaus at Lübeck:—"It is easy to fasten the flag to the mast, but it costs much to haul it down again, with honour." I think, gentlemen, that I can well claim that hitherto throughout my reign nobody has come too near to the honour of our flag. And for this I can pledge myself, for this I can stand—that wherever you go forward my flag will follow you. (Gries of "Bravo!") So it is in great things and in small. Every man hoists his flag in the morning and hopes for victory. Not every man succeeds. We rejoice, however, that this Elbe regatta has brought together not only German craft, but many vessels of a related and friendly people and made the regatta a picture of many colours. Thereat we will rejoice, and once more from my whole heart I express here my hope that sailing and water sport may thrive and prosper on the Elbe and on the Baltic, in inland waters and on the sea.

The Emperor concluded by drinking to the prosperity of Hamburg and all the assembled yachtsmen.

Such Press comment as has yet appeared is cautious and superficial, and neither the Radical nor the Conservative Press seems to know quite what to make of the Emperor's skilful and delicate allusion to the demands last year for a German occupation of Morocco. On the whole it is hardly likely that there will be a revival of controversy about the Agadir policy and such part as the Emperor had in it, and it may be recognized that after 12 months of patience his Majesty is amply entitled to this gentle, but unmistakable thrust. For the great, the Emperor's speech seems to exhort, as confidence in the prospects of the German flag, but to be of no immediate political importance.—*Times*.

## A ROW ACROSS THE ENGLISH CHANNEL.

Mr. Helden Phillips, a member of the Dover Rowing Club, rowed last month from Dover to Calais. The voyage was carried out in one of the Rowing Club's 18 ft. skiffs, and Mr. Phillips took no compass and no food or drink. He started at 11 a.m. When he had been rowing two hours and was about seven miles from Dover, he pulled alongside a pilot cutter, as he was very thirsty, and was given a bottle of beer.

From 1 to 4 o'clock he could get no idea of what course he was making on account of the haze, but soon after 4 o'clock the sun broke through, and he was able to make out the Channel Tunnel works at Sangatte. He dropped asleep soon after this, and it was 6 o'clock when he awoke, to find himself a few miles off Calais. He pulled hard for the harbour, and passed between the piers at 7 o'clock.

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DURING THE SUMMER HEAT

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A NOVEL THEORY.

The name of "ergaer" has been given to a supposed allotropic form of the atmosphere. During a sojourn in India E. H. Hankin, an English investigator, made extended observations on vultures and other large birds, and satisfied himself that soaring is still as much a mystery as ever, no explanation yet made being sufficient. A curious discovery was that birds were unable to soar when the

The bulk of 10A "crime" was peculiar to individual shops, different officers having different ideas of what constituted an offence; in future petty offences will be punished with extra work only, and a much stricter supervision will be kept over what constitutes an offence, so that an enormous diminution in petty crime should follow this very sensible recommendation.

The recommendations regarding leave breaking are also on sensible lines though at first sight the punishment

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[illegible]



# JAUNDICE ITS CAUSE AND CURE.

This distressing complaint so common in all hot countries is caused by the bile overflowing in the blood. It is not an independent disorder but the symptoms of other complaints which cause the bile to overflow in this manner instead of entering the intestines to perform its mission of aiding in the digestion and assimilation of food. Jaundice causes the skin and eyes to become yellow, and vomiting, nausea, diarrhoea, or constipation, loss of appetite, bad taste in the mouth, flatulence, belching and pains in the stomach may all be accompanying symptoms. The disordered condition of the liver is the most common cause of this complaint and a remedy that will reach the liver is the only effective one. Dr. Morse's Indian Root Pills reach the liver as no other remedy does, speedily causing the bile to flow through its proper channel. They get at the cause of the complaint driving the poison out of the blood, and toning the entire system. There is no more effective remedy for this complaint, as a trial will prove, than Dr. Morse's Indian Root Pills which are a positive and permanent cure for all Liver and Kidney disorders, Constipation, Biliousness, Impure Blood, and Female Ailments.

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wherever you may be. It is to ordinary spirits what champagne is to ordinary wines, representing the supreme perfection of a distilled spirit, and the highest possible point of purity. It is suitable alike for women and men, and possesses tonic properties that render it healthful, invigorating, and in every sense beneficial.

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### NOTES AND NEWS.

#### CREMATORIUM FESTIVITIES.

There has just been a great feasting and merry-making in Aarau, the chief town of the adjoining canton of Argau, over the opening of a new crematorium. Although the town has barely 9,000 inhabitants, it has contrived to spend £6,000 upon its crematorium. As a site for this cheerful building, it selected a position in the so-called "Rose Garden," being careful that it should be surrounded with green trees and shrubs. The building consists of an imposing hall with a great dome over it, behind which is the crematorium itself and the space for the urns. Aarau flatters itself that the new crematorium is not only an ornament to the town, but one of its chief "schönheitsgewinnende" things worth seeing. It reads like a joke, but it is a solemn fact that the architect's name was Herr Fröhlich—Mr. Joyful. After the opening ceremony the town was given up to festivities. There was first a great "aprendiz" in the principal hotel, and after this everyone settled comfortably down to a form of amusement known as a "Gemüthliche Vereinigung."

A "Gemüthliche Vereinigung" usually begins about nine o'clock at night, and if you look in at six o'clock the next morning you will find it still not finished. The nearest approach to it is, perhaps, an Irish wake. Altogether there were about 600 people present, all pledged to further the cause of cremation. It is a long time, indeed, says a Basel correspondent, since the Aarau people have spent such a cheerful day, with such a merry night to follow it.

QUEENS OF WEALTH WHO LIVE THE SIMPLE LIFE.

A New York message states that the courts have designated Miss Christina Arbuckle, aged seventy-two, as the administrator of the £7,000,000 estate left by her brother, the late John Arbuckle, the "sugar king," who died intestate last March. Mr. Arbuckle was the hero of the famous "Baby Bunting" breach-of-promise case, which occupied more pages of the newspapers a quarter of a century ago than any other similar case on record. This makes four American women, the correspondent says, who have exclusive control over enormous fortunes, the others being Mrs. B. H. Harriman, to whom the late railway magnate bequeathed £30,000,000; Mrs. Russell Sage whose husband left her £16,000,000; and Mrs. Hetty Green, whose own estate is valued at £20,000,000. These four women have the sole management of property of the total value of £73,000,000. The newest recruit to the ranks of multi-millionairesses has the same personal characteristics that distinguish the others. She lives simply, enjoying the company of old friends, and gives her spare time to charitable work, which she accomplishes as secretly as possible. Miss Arbuckle assisted her brother in the management of his estate for some years before his death, and she is thoroughly familiar with the details of administration. She intends particularly to continue her brother's philanthropic works in connection with the Brooklyn church, of which the late Henry Ward Beecher was pastor. The public administrator objected to Miss Arbuckle's appointment, but the courts decided that, despite her age, she was fully competent to manage the estate. Her administration will save the estate £73,000 a year, which would have been turned into the New York treasury as the statutory percentage if the public trustee had been given charge.

CURATIVE PROPERTIES OF RADIUM.

Some interesting information about the therapeutic use of radium is contained in the first annual report of the Austrian State Kurhaus at Jeonheimthal, published by the Austrian Ministry of Public Works. Over 10,000 baths of water from the radium mines have been given, and good effects have been noticed, not only in cases of rheumatism and gout, but also in spinal paralysis of children, hemorrhage of the brain, and certain cases of neurasthenia. Further, it has been observed that corpulent patients are reduced in weight by a course of radium baths, and that teeth loosened by chronic inflammation can be made firm again by rinsing the mouth with highly radioactive water. Experiments made with the treatment of cancer are, so far, inconclusive, owing to the shortness of time.

CENTENARY OF NORMAN MACLEOD.

Norman Macleod, the famous Minister of Barony Church, Glasgow, first editor of *Good Words*, and one of Scotland's favourite divines, was born at Campbelltown on June 3rd, 1812, and the centenary of his birth was observed by the publication in most of the Scottish papers last month of anecdotes and incidents in the great divine's career. We reproduce two:

In his first parish in Ayrshire, Norman Macleod found many of the old Covenanted stock sticklers for orthodoxy. When he was on his first round of visitation in Darvel, he called upon an old woman who was looked upon as a great light among the Covenanters. When the young minister entered the house he found her gasping her tin trumpet (for she was very deaf), and seated formally in the midst of a group of neighbours and co-religionists, summoned to meet him. Unlike his other parishioners, she did not at first acknowledge him as minister, but beckoning him to sit down beside her, and putting the trumpet to her ear, said, "Gang over the fundamentals!" And there and then he had to bawl his theology till the old dame was satisfied, after which he received a hearty welcome as having in him promise of a sound divine.

He was once preaching in a district of Ayrshire where the reading of a sermon used to be regarded as the greatest fault of which a minister could be guilty. When the congregation was dispersing an old woman full of enthusiasm, thus addressed her neighbour:—Did ye ever hear anything sae gran? "Wanna' that a sermon?" But her expressions of admiration were only received with a stolid silence, so she shouted, "Speak, woman! wanna' that a sermon?" "Ou, ay," replied her friend sulkily, "but he read it." "Read it?" cried the other, with indignant emphasis, "I wadna' ha'e cared if he had whistled it."

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[86-18]

### RACING ON OFFICE DESKS.

Snail-racing is said to be a favourite recreation of French Government clerks. This hobby was unknown to the authorities until a recent inspection, when an official opened the desks of the clerks and found a number of cardboard "small stables," containing lettuce-fed racing snails. It was found that the passion for snail-racing had taken such a hold of the clerical staff that proud owners of particularly swift snails were betting heavily on their favourites. A campaign against the pastime was inaugurated with a view to stamping out this incentive to betting among the young and impressionable clerks. The rules of snail-racing are as follows:—

- (1)—The course to be not more than a foot and a half in length on a clear desk.
- (2)—If the winning snail takes more than three-quarters of an hour to cover the course the race shall be declared void.
- (3)—No bait, other than lettuce, shall be placed at the winning-post.
- (4)—All snails shall be handicapped on their weight, and not their age.

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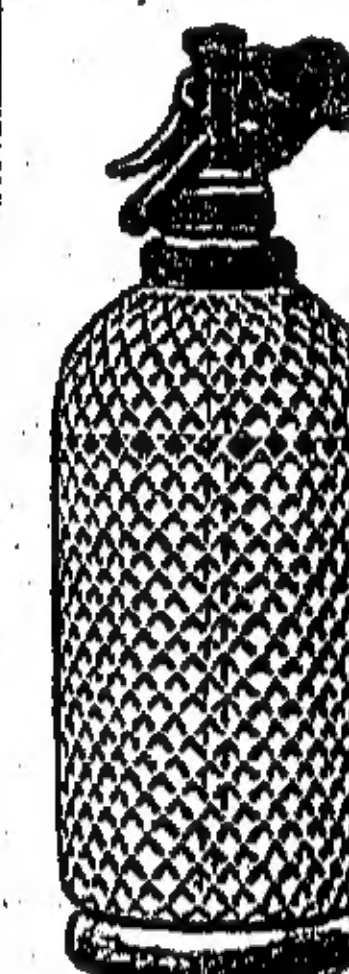
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and a dozen Bulbs you can make a dozen Syphons of delicious Mineral Water, and the cost is less than if you buy factory-made Mineral Water. All Chemists and Stores sell 'PRANA' SPARKLET SYPHONS and BULBS.

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MANAGING AGENTS.

## GOING HOME.

A HOLIDAY AT HOME, AND A WAY  
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of  
California, of Colorado, and the fascinations of Niagara, San Francisco,  
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,  
of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."  
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.  
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,  
than by any other route. For a return ticket to London  
the cost is but £120, including berth and meals across America. To San Francisco  
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE  
First Class accommodations are provided for £43 to London (return ticket £74)  
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular  
Civil Service, on application.

STEAMERS.	Tons	Starting	1912
MANCHURIA	27,000	TUESDAY,	15th July, at 1 p.m.
NILE	11,000	TUESDAY,	30th July, at 1 p.m.
MONGOLIA	27,000	TUESDAY,	6th Aug., at 1 p.m.
PERBIA	9,000	TUESDAY,	27th Aug., at 1 p.m.
SIBERIA	18,000	TUESDAY,	3rd Sept., at 1 p.m.
CHINA	10,000	TUESDAY,	17th Sept., at 1 p.m.
MANCHURIA	27,000	TUESDAY,	24th Sept., at 1 p.m.

• INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
SATURDAY, 13th JULY, 1912.	
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "HONAM."	5 p.m. "KINSHAN."
SUNDAY, 14th JULY, 1912.	
10 p.m. "FATSHAN."	4 p.m. "HONAM."

### HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. | S.S. "SUI AN," Tons 1651  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSION TO MACAO.

SUNDAY, 14th JULY.  
The Company's Steamship  
"SUI AN,"  
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.  
Departure from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOK-SANG," 457 tons,  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.  
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.  
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday  
and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct steamers "LINTAN" and "SANUI." These vessels have superior  
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

## SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DESTINATION STEAMERS TONS DATE OF SAILING.  
SHANGHAI, YOKOHAMA, "YEDDO" ... 7,200 ... On 29th July.  
KOBE and MOJI ... "NIPPON" ... 7,300 ... About 20th Aug.  
For Freight and Further Particulars apply to  
TELEPHONE No. 171  
ARTHUR NILSSON & CO.,  
YORK BUILDINGS, TOP FLOOR.  
40)

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE.  
via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID.  
S.S. "KORBER," 9,900 tons, will leave as above on 19th July, at 5 p.m.  
TO SHANGHAI.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August.  
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap  
rates, Hongkong-Trieste, Venice, £50 1st, £35 2nd Class. No surtax, no tips, no inside  
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.  
MONTHLY ORDINARY SERVICE.  
S.S. "VORWAERTS," 12,900 tons, will leave for YOKOHAMA and KORE via SHANGHAI  
about 31st July.  
S.S. "SILEZIA," 13,900 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE,  
PENANG, COLOMBO, CALCUTTA, ADEN, SUZ, PORT SAID, on 31st July.  
These Steamers are fitted with comfortable one class accommodation for saloon  
passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor,  
Wireless Telegraphy.  
ROUND THE WORLD TICKETS ARE ISSUED.  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black  
Sea, also to North and South America. For information apply to  
SANDER, WIELER & Co., Agents,  
Hongkong, 12th July, 1912. Princes' Building. [155]

## SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC  
WESTERN PACIFIC  
DENVER AND RIO GRANDE  
TRANS-CONTINENTAL  
TOYO KISEN KAISHA.  
New Triple Screw Turbine Engines—20 Knots Speed.  
S.S. TENYO MARU ... 21,000 tons.  
S.S. CHIYO MARU ... 21,000 tons.  
S.S. SHINYO MARU ... 21,000 tons.  
AND  
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).  
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and  
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and  
free newspaper containing world's happenings by wireless.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. line connect at San Francisco with the palatial trains of the Western  
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
WITHOUT CHANGE.  
Through Standard Sleepers.  
Through Tourist's Sleepers.  
Dining Cars—Observation Cars.  
Electric Lights—Electric Fans, Union Depots.  
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
Sierra—Feather River Canon—and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York Transatlantic Steamers  
and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
Ticket form No. 626.

C. LACY GOODRICH,  
GENERAL ORIENTAL AGENT,  
17, WATER STREET, YOKOHAMA.  
AND KING'S BUILDING, HONGKONG

## BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

### EASTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, left CALCUTTA on 3rd July,  
will be despatched for SHANGHAI, KOBE and MOJI on 24th July.  
S.S. "ARRATON APCAR," 4,450 tons, Capt. P. M. Austin, will be despatched  
to KOBE and MOJI (YOKOHAMA of sufficient inducement offers) on 29th July.

### WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched  
for SINGAPORE, PENANG and CALCUTTA on 21st July.  
S.S. "TORILLA," 6,679 tons, Capt. C. J. Swanson, R.N.R., will be despatched  
as above on 31st July.  
The above Steamers have excellent saloon accommodation for passengers and are fitted  
with all modern conveniences and carry a duly qualified surgeon.  
For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,  
Hongkong, 10th July, 1911. AGENTS. [592]

## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 20th July, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 30th July, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,  
Hongkong, 11th July, 1912. PHILIPPINES S.S. Co. [15]

## RUSSIAN VOLUNTEER FLEET.

PROJECTED SAILINGS FROM HONGKONG:

HOMEWARD.	OUTWARD.
VIA SINGAPORE, PENANG, COLOMBO, JIBUTI, HOEDELA, JEDDAH, PORT SAID, BEYROUT, CONSTANTINOPLE, TREBESIOSA, BATUM, ODESSA.	VIA NAGASAKI, VLADIVOSTOK.
The S.S. "PERM," 4,149 R.T., Com- mander J. Kabanov, is expected in Hongkong at the end of the present month.	The S.S. "MOGHILEV," 6,200 R.T., Commander J. Stetsky, is expected in Hong- kong at the end of the present month. The S.S. "VLADIMIR," 5,620 R.T., Commander retired Rear Admiral J. Skalsky, is expected in Hongkong at the end of the present month.

The exact date of arrival of these steamers will be published later on.  
For freight and further particulars, apply to  
CAPTAIN D. A. LUKHMANOFF,  
AGENT.  
Hongkong, 6th July, 1912. [717]

### UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams  
lying in the Eastern Extension, Australasia and  
China Telegraph Company's office at Hong-  
kong:—  
ADDRESS FROM  
Evans Customs ... London Sub.  
Fenwick ... Walsby  
Goon Gw Yon 106 Jervo  
Street ... Boston  
Gorbun ... London Sub.  
Hukheng Kwofyayk ... Bangkok  
Khabat Nampakhang ... Bangkok  
Mrs. Thayer Krenlin ... Manila  
Nishimura o/o Poyosaka ... Manila  
Sadler ... Antwerp  
Sarazola King Edward Hotel ... Macao  
Suesmasa ... Bangkok  
Tani Nomura ... Zambanga, P.I.  
Winghook Cheong ... New York  
Yingching ... Victoria, B.C.  
6572 ... Weihaiwei.

Following is a list of unclaimed telegrams  
lying in the Great Northern Telegraph Com-  
pany's office at Hongkong:—  
ADDRESS FROM  
Bowhangkong ...  
Dale ...  
Frater ...  
Henglio ...  
Kucheng ...  
Nagatsushiko o/o Matsuba  
Hotel ...  
Nufmol ...  
Nyhai ...  
Shingyun 32, Manhamkai ...  
Shimso ...  
Weedil ...  
Yinheechan ...  
Yuet Hing Loong 299, Queen's  
Road ...  
241 Des Vaux Road ...  
0005 3883 0088 & 390 3141 ...  
0222 3883 0207 & 6 68 0355 6774 ...  
2332 ...  
0712 2429 6386 6639 ...  
1781 3458 ...  
1484 0504 3111 5594 0936 1680 ...  
3025 5894 0059 5714 0934 2869 ...  
1793 2052 ...  
6639 7503 4637 ...  
1346 ...

### WEATHER REPORT.

On the 12th at 11.30 a.m.—A depression has  
formed over the Gulf of Petichill. Shallow de-  
pressions lie over central Japan and Annam.  
Pressure has decreased slightly over S. China  
and Annam.  
Moderate S. winds are indicated along the  
E. coast of China, and moderate to light S.E.  
winds over the N. China Sea.  
Hongkong rainfall for 24 hours ending at  
10 a.m. to-day, 0.00 inches.  
The forecast for the 24 hours ending at noon  
to-day is as follows:  
DISTRICT FORECAST.  
Hongkong & Neighbourhood  
Formosa Channel ... Variable winds,  
moderate.  
South coast of China between Light or vari-  
Hongkong and Lamook ... also winds  
South coast of China between East winds.  
Hongkong and Hainan ... moderate.  
S.E. winds, moderate to light; fair.

### HONGKONG METEOROLOGICAL REGISTER.

	Hongkong Observatory July 11th.		
	Previous Day at 2 p.m.	On Date at 5 a.m.	On Date at 2 p.m.
Barometer	29.81	29.82	29.81
Temperature	85	82	87
Humidity	78	83	72
Wind Direction	East	SE	SE
Force	2	1	2
Weather	o	o	o
Rain	—	0.03	—

Highest open air Temperature on 11th ... 87  
Lowest open air Temperature on 11th ... 79

### HONGKONG TIDE TABLE.

From 13th to 19th July, 1912

Day of Month	HIGH WATER.		LOW WATER.	
	H'long. Mean Time.	Height.	H'long. Mean Time.	Height.
Sat. 13	h. m.	ft. in.	h. m.	ft. in.
Sun. 14	h. m.	ft. in.	h. m.	ft. in.
Mon. 15	h. m.	ft. in.	h. m.	ft. in.
Tue. 16	h. m.	ft. in.	h. m.	ft. in.
Wed. 17	h. m.	ft. in.	h. m.	ft. in.
Thur. 18	h. m.	ft. in.	h. m.	ft. in.
Fri. 19	h. m.	ft. in.	h. m.	ft. in.

### "WOLF DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles contributed  
to the "Hongkong Daily Press"  
Sportman," reproduced in book form

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910

### PRINTING

Nothing creates such a good impression in  
business as the use of First Class Printing.  
The difference in cost between good and bad  
printing and material is generally nil.  
THE HONGKONG DAILY PRESS  
PRINTING WORKS  
turn the Best Printing at Reasonable Prices







# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R.	About 18th July.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon, 20th July.	See Special Advertisement.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	CANDIA Capt. R. E. Shone NUBIA Capt. F. J. Fox	About 21st July. About 25th July.	Freight only. Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	POONA Capt. A. F. Vire, R.N.R.	About 24th July.	Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 11th July, 1912.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, TSINGTAU, WEIHAI, WEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 13th July, 10 A.M.
SHANGHAI	"LINAN"	On 13th July, M'night.
HOIHOW (Mails) & HAIPHONG	"SUNGKIANG"	On 14th July, 8 A.M.
MANILA, CEBU and ILOILO	"TAIPONG"	On 16th July, 4 P.M.
MANILA	"POOCHOW"	On 16th July, 4 P.M.
SHANGHAI	"CHINHUA"	On 18th July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 19th July, Noon.
SHANGHAI	"ANHUI"	On 20th July, M'night.
WEIHAIWEI & TIENTSIN	"HUIHOW"	On 27th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.  
S.S. "LITIAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted. "SHANGHAI LINE"—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.  
NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.  
For Freight or Passage apply to—  
HONGKONG, 13th July, 1912.BUTTERFIELD & SWIRE,  
AGENTS.

# HAMBURG-AMERIKA LINIE.

## IN CONJUNCTION WITH

### DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Madeira, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. GOLDENFELS ...	23rd July.
S.S. SUEVIA ...	2nd August.
S.S. PERSIA ...	15th August.
S.S. O. T. D. AHLERS ...	22nd August.
S.S. C. FERD. LAEISZ ...	11th Sept.
S.S. ARCADIA ...	24th Sept.

For Further Particulars, apply to—

### HOMEWARD.

FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. SEGOVIA ...	14th July.
For ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BRASILIA ...	17th July.
For HAVRE, BREMEN, HAMBURG & ANTWERP:	
S.S. SAMBIA ...	22nd July.
For MARSEILLES, HAVRE & HAMBURG:	
S.S. SILESIA ...	7th August.
For HAVRE, ROTTERDAM & HAMBURG:	
S.S. FUERST BUELOW ...	13th August.
For HAVRE, BREMEN & HAMBURG:	
S.S. GOLDENFELS ...	23rd August.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 12th July, 1912.

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# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

### MAIL SERVICE TO AUSTRALIA.

### MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS ...		On 23rd July, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN" ...	Capt. J. S. Bosch	TUESDAY, 16th July, at 11 A.M.
"HAIMUN" ...	Capt. J. W. Evans	FRIDAY, 19th July, at 11 A.M.
"HAICHING" ...	Capt. W. C. Fossomore	TUESDAY, 25th July, at 11 A.M.

For SWATOW AND RETURN.  
(Occupying 3 Days).HAIMUN ... Capt. W. Evans ... SUNDAY, 14th July, at 10 A.M.  
Steamers will arrive and depart from the Company's Wharf (near Blake Pier). During 1912, Return Tickets available for three months will be issued at a Reducible rate, on the usual rate to Fochow.  
For Freight and Passage, apply to—DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 12th July, 1912.

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# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

## "NIPPON MARU,"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU ...	W. W. Greene	TUESDAY, 23rd July, Noon.
NIPPON MARU ...	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU ...	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU ...	H. S. Smith	TUESDAY, 10th Sept., at Noon.

The S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU, on TUESDAY, the 23rd July, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING
KIYO MARU ...	17,500	TUESDAY, 6th Aug., Noon.
BUYO MARU ...	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU ...	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—TO OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,178	THURSDAY, 18th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 5th Sept., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—  
From Manila ... G. \$130.00  
From Hongkong, Shanghai and Keelung ... G. \$110.00  
From Nagasaki, Moji, Kobe and Yokohama ... G. \$ 95.00  
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSIU via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 14th July, at Noon.
FOOCHOW via SWATOW and AMOY	"KAJO MARU"	WED'DAY, 17th July, at Noon.

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co's wharf (near the Harbour Office, Fray's Central).  
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.S. HIROL,  
MANAGER.

7778-7

# EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW, WANG AND HAIPHONG,

on WEDNESDAY, the 17th July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, N.M. Co.'s AGENT.

2

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	8,000	WED'DAY, 17th July, at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 31st July, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. Shimizu	7,000	TUESDAY, 16th July, at 4 P.M.
	SADO MARU Capt. Asakawa	7,000	TUESDAY, 30th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 2nd Aug., at Noon.
	NIKKO MARU Capt. N. Yagi	6,000	FRIDAY, 30th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. K. Soyata	7,000	FRIDAY, 26th July.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 17th July, at 5 P.M.
SHANGHAI, MOJI and KOBE	KAWACHI MARU Capt. Christianson	7,000	WED'DAY, 17th July.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 31st July, at Noon.
SHANGHAI and KOBE	HIROSHIMA MARU Capt. Hirose	4,000	MONDAY, 15th July.

Fitted with New System of Wireless Telegraphy.

Cargo only

# NEW LINE OF STEAMERS

## BETWEEN KOBE & CALCUTTA.

(REGULAR PORTNIGHTLY SERVICES)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"TOTOMI MARU," 4,000 tons, Capt. Kawashima, Saturday, 13th July!

# REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

112-13-656

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

# MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MAEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DEVANHA ... 8000	July 20	MOLDAVIA ... 10000	Aug. 18	Aug. 24
DELTA ... 8000	August 3	MALJOJA ... 12500	Sept. 1	Sept. 7
INDIA ... 8000	August 17	MONGOLIA ... 10000	Sept. 15	Sept. 21
ARCADIA ... 7000	August 31	MEDINA ... 12500	Sept. 23	Oct. 4
ASSAYE ... 7500	September 14	MALWA ... 11000	Oct. 12	Oct. 18
DEVANHA ... 8000	September 28	MOOLTAN ... 10000	Oct. 26	Nov. 1
INDIA ... 8000	October 12	MACEDONIA ... 10500	Nov. 9	Nov. 15
DELTA ... 8000	October 26	MOREA ... 11000	Nov. 23	Nov. 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " 43.8 " 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1st AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
NUBIA ... 6000	September 4	October 19
SARDINIA ... 7000	September 18	November 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd " 23.10 " 37.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,  
ACTING SUPERINTENDENT.

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